

## CUMMINS R. R. BILL READY FOR SENATE

Containing one of the most drastic anti-strike provisions ever approved by a Senate committee, the Cummins railroad bill is virtually ready to be offered to the Senate.

The Interstate Commerce Committee went ever further than the original bill and added an amendment which will make it a crime to "aid, abet, counsel, command or induce" railroad employees to strike.

Only three members of the committee are known to oppose this provision—Le Pollet, Wisconsin (Rep.); Wolcott, Delaware (Dem.); and Stanley, Kentucky (Dem.). Members of the committee believe the Senate will accept this provision in the interest of the public.

Another amendment provides that loans to railroads by the Government shall be extended for ten years at the rate of 6 per cent.

Coordination of inland waterways with railroad transportation would be carried out under the U. S. C. C. according to another amendment accepted. An elaborate provision was adopted for division of earnings in excess of 6 per cent.

The committee will meet next week to cast a final vote after the bill has been printed. It was adopted section by section by the committee.

Although several members of the committee expressed the belief today that the Senate would pass the bill before adjournment, there has been no authoritative word from party leaders on this point and it is doubtful if Congress can be held in session after the peace treaty has been discussed.

GOV. GEN. TOUME, of the French colonies, photographed on his arrival in New York recently at the head of a mission sent to the United States by the French government.



## TRADES CROWN FOR SOMBRERO TODAY

GRAND CANON, Ariz., Oct. 19.—King Albert today will have the chance to exchange his crown for a sombrero. At Gallup, N. M., he will have the opportunity to gratify his desire to ride a Western broncho of any degree of efficiency he may ask.

As the party visited the Grand Canyon yesterday, the schedule makers allotted the Belgian royal party a few hours at Gallup to see a wild west exhibition, staged by Indians and cowboys.

The royal couple showed no nervousness as it strolled along the treeless rim of the canon. They stood for several moments on Suicide rock with its sheer drop of thousands of feet, expressing their wonder at the great show. Movie men ground madly at their machines while Secret Service men poised ready to grab should either sighter slip.

Prince Leopold liked the scenery immensely. "Marvelous," he ejaculated continually, as he went to the bottom of the canon for a brief exploration.

Governor and Mrs. Campbell acted as hosts for the party while in Arizona.

FRENCH ABOUT DEMOBILIZED.

PARIS, Oct. 18.—The demobilization of the French army, it is announced, is virtually completed, 101,000 officers and 4,322,000 men having been mustered out.

## EXPLORE EARTH'S INTERIOR, HIS AIM

BOURNEMOUTH, Eng., Oct. 18.—Jules Verne imagined and described a journey to the center of the earth, and H. G. Wells dipped lightly into the interior of the moon.

It has been left for the president of the British association to propose in the cool and calculating manner of a scientific engineer a real expedition of discovery into the depths of the earth's crust. Any one except Sir Charles Parsons, who proposes to dig down for twelve miles of more than the world, would perhaps be received with a smile of incredulity. He has already achieved the next to impossible in his marvelous turbine engines, with its millions of blades, and what he says matters.

Sir Charles has not merely proposed that such a great dig should be undertaken, but he has drawn up a plan for the work. He does not pin himself to any definite age for operations. Volcanic rocks, he thinks, would be the most promising for a beginning, but they are scarce in this country.

There is, in addition to the prospect of tapping some natural source of electric power, as for instance, high-pressure steam, the possibility of coming on new forces of metal such as platinum. One of the questions to be faced is whether at a great depth the earth would crush into the shaft, because it is a real mine shaft, and not a mere tunnel.

Tests on Granite.

Sir Charles says that realistic experiments made on granite blocks by Prof. Frank Adams, of McGill University, Montreal, show that below a depth of thirty miles the granite would begin to soften. Up to that depth boring in granite would probably be practicable. He would be satisfied with a twelve-mile shaft.

The earth's shaft at present is in South Africa, and is a little more than a mile deep. The great difficulty presents no difficulties which cannot be overcome by the ordinary methods of mining engineers. The first point would be to choose a district free from water-bearing strata to avoid pumping. The shaft would be of the width usual in coal mines. It would be sunk in sections each about half a mile deep, and each section would have its machinery worked by electricity for dealing with that particular section.

One of the main problems to be dealt with is that of air pressure. At twelve miles the air pressure would be intolerable, but Sir Charles would cut off the air pressure by means of air locks placed at every second or third mile in the shaft. Even at two or three miles the atmospheric pressure would double that of the surface. In each division of two or three miles the air pressure would be normal immediately below the air lock, while at the bottom of each division it would be equal to two atmospheres.

Miners Could Breathe.

Air would be passed through the air locks by means of pumps, coupled to air engines, worked by electric motors. By means of these air locks the miners would be able to breathe with comparative comfort however deep the shaft might go.

Air pressure is not the only question. There is the great problem of overcoming the heat. The deeper down the hotter the earth, and at twelve miles down the heat would be choking. Sir Charles has also thought out a method of circumventing this difficulty. The scheme is rather intricate to describe. There would be large steel pipes forming an "upcast" and a "downcast." They would be connected at the top and bottom of each half-mile section in a closed ring filled with brine. This would act as a heat carrier, and the circulation of the pipes, enhanced by electric pumps, would bring heat to the surface in enormous quantity. This natural heat could be turned to some use. It would be transferred at each half-mile stage by means of an apparatus similar in construction to what is known as a feedwater heater.

Sir Charles proposes that at some of the lower stages powerful refrigerating machinery should be placed in order to extra heat from the brine ring below and deliver it to the ring above. He has no doubt that by these plans it would be possible to keep the temperature at a moderate level, even at a depth of twelve miles.

Sir Charles has no fear that the earth would pour out fire and brimstone on us if we dug down twelve miles or so.

U. S. HELPS SERBS  
RENEW EDUCATION

BELGRADE, Oct. 19.—Through the help of America, the students of Serbia's only college will be able to make up one year of the time lost through the closing of the University of Belgrade by the war.

The American Red Cross has established a big camp here for the college men of this country who pursued their studies this summer instead of waiting until the university opened late in the fall. As a result of this help, the Serbian students will be able to cover in three years a course that formerly took four years of their time.

The university was closed during the war as the city was occupied by the Austrian army after 1915. Most of the students joined the army and those who remained behind during the occupation refused the offer of the Austrian authorities to allow them to resume their studies.

Their refusal was based on patriotism. In their ultimatum to Serbia before the war, the Austrians had demanded the privilege of controlling to some extent the curriculum of that country's schools. Serbia chose war instead. To have attended college under the Austrian occupation would have been tantamount to an acceptance of the spirit of the ultimatum.

As a result of the war, the University of Belgrade suffered the loss of many members of its faculty and much of its equipment. It is being slowly replaced and a teaching force gathered. In the meantime, the Red Cross enabled the students to prepare for the opening by furnishing them quarters for summer study.

## ELECT PA. BISHOP UTAH MISSIONARY

DETROIT, Oct. 18.—The Right Rev. Thomas J. Garland, suffragan bishop of Pennsylvania, yesterday was elected missionary bishop of Utah, taking the place of Bishop Paul Jones, who resigned because of his pacifist, socialistic views.

Bishop Garland, who was born in Ireland, and was elected suffragan bishop of Pennsylvania in 1911, stated that the election had come to him as a bolt from the blue, and at the moment he was not able to say whether he could accept the election.

The Rev. Walter Henry Owers, Ph. D., rector of the Church of the Ascension, heard for Pennsylvania, was elected missionary bishop of Liberia. Dr. Owers was born in England, in 1870, and obtained the American citizenship in 1916. He takes the place in Liberia of the late Bishop Samuel W. Ferguson, a native of Liberia, who died in 1916.

The Rev. Samuel W. Grice, elected missionary bishop of Haiti, is rector of the Church of the Epiphany, Blackstone, Nottaway county, Va. He is a negro, and was educated at the Bishop Payne Divinity School, Petersburg, Va. The missionary district of Haiti, since 1915, has been in charge of the bishop of Haiti.

Investigation of the Rochdale co-operative movement in England was asked in a resolution presented to the house of deputies of the convention. The Rochdale movement, which includes a system of co-operative stores, had its inception years ago among the weavers of Rochdale, Lancashire. It has been successful in England.

and its extension into this country is planned. The Rev. Irvin St. John Tucker, of Chicago, will speak Monday night. Tucker was convicted with Victor Berger and other Socialists on charges of violating the espionage act, and faced a twenty-year sentence.

## MRS. ROBERT E. STRAWBRIDGE, prominent in New York, Philadelphia, and New- port social circles, wear- ing the "harem veil," which recently became quite popular as a society fashion.



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## BRITAIN'S LABOR PARTY OFF FOR U. S.

LONDON, Oct. 18.—The British delegates to the international labor conference in Washington departed yesterday. Stuart Bunting, former president of the British trades union congress, the spokesman of the delegation, said before leaving:

"The object of the conference is not so much to accomplish absolute reforms as to clear the way for international action in labor matters. The conference will lay down certain broad principles, but it is too early to translate them into concrete proposals."

"If, for example, the principle of the forty-eight hour week is accepted, it does not follow that within a short time every country will be working on that system. What does follow is that governments, employers and employees will undergo the idea, and reform will eventually take place."

"One of the difficulties of international conventions has been that they were only paper conventions, but with the machinery of the labor conference and the League of Nations behind it, obviously this condition will be altered. One of the most important things to be discussed is the question of employment of women not only in the dangerous trades but in all trades, with special regard to the welfare of expectant mothers and children."

Don't let careless expenditures make a slave of your purse. Buy wisely, and increase your money holdings by investing in W. A. S.

## DANGER OF FLU NOT PASSED, SAYS BLUE

Danger of an influenza epidemic this fall has not passed, but the outlook is hopeful because cases reported generally are of a mild type, Surgeon General Rupert Hild, of the United States Public Health Service, said today.

During the week ended October 11 General Blue said nineteen States reported 600 cases, as compared with 481 cases in twenty-two States for the week ended October 4.

GERMANS RUN AIR  
PASSENGER SERVICE

BERLIN, Oct. 18.—Germany has inaugurated a Zeppelin passenger line between Berlin and Friedrichshafen on the Swiss border. This line, representing a resumption of the smaller scale Zeppelin of prewar days, has just had its first successful flight, in the direction of Friedrichshafen.

It is planned to run the Zeppelin, "Roden" every other day from here, with the return trip on the odd days. This air passenger vessel is equipped to carry more than a score of passengers, to say nothing of considerable baggage, mail, and some freight.

The passengers' car resembles a sizeable trolley car, attached to the forward part of the airship. It is comfortably fitted with lounging chairs, reading room, and other comforts.

## GIFTS TO RED CROSS NEAR HALF BILLION

During the war the American Red Cross received \$400,000,000 in contributions, and spent \$375,000,000 in its work. It was stated in the installation of a report to the American people on the organization's work.

Expenditures were divided as follows: France, \$82,000,000; elsewhere overseas, \$72,000,000; and in the United States, \$118,000,000. There was a hand February 25, a balance of \$15,000,000 in cash and supplies.

Tremendous growth of the organization, both as to members and contributions, was shown. On May 1919 there were 922 chapters, 486,104 adult members. On February 28, 1919, there were 3,734 chapters with 17,180 branches, with 30,000 adult, and 11,000,000 children members. There are fifty-four chapters in regular and foreign places.

Of the \$400,000,000 raised during the war, \$40,000,000 came from membership dues, and \$350,000,000 from other sources. The remainder was the voluntary sources.

WOULD MAN WAYWOOD SPEECH. SIOUX CITY, Iowa, Oct. 18.—American Legion members plan to give William B. Waywood, secretary of the I. W. O., recently convicted of espionage act, from making a speech here November 1. A committee has been appointed to a peaceful cancellation of the speech.

# Half a Thousand Per Day! — a Revolution Among Sixes

FOUR hundred to five hundred six cylinder cars a day!

There is an announcement that will reverberate around the motor world for years to come.

The high-priced barrier between the People and the Six is battered down.

The news might seem too remarkable to be true, but, coming from a concern with the strength of the Willys Corporation, it is instantly recognized as a fact—for the Willys Corporation is one of the big industries of the automobile world. Its president is John N. Willys, president also of the Willys Overland Company and builder and distributor of over 650,000 automobiles.

The new Six is a revolutionary car. New principles of construction—well proven by long testing slice away costly encumbrances of car construction at point after point. More than that—they make quantity production possible. The completed Six will roll from

the assembling platform at the rate of four hundred to five hundred cars per day.

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And economy does not stop at first cost:—the car is a light weight car, weighing approximately 2000 pounds. And the engine develops new efficiencies. These facts work together—and produce economy. The Six averaged seventeen to twenty miles per gallon of gasoline during two years of varied and drastic road-testing, totalling over 200,000 miles.

There are other revolutionary economies—and other new and revolutionary principles of engineering. The details are yet to be announced. But the Six is on its way—a smart car to lead with among classy company. Watch for it.

The Willys Corporation is putting its reputation into this car. Its products are known throughout the automobile universe. The Auto-Lite, lighting and starting equipment, lights up the roadway, from make after make of car—outnumbering other systems, two for one. It occupies extensive plants at Toledo, Ohio, and Poughkeepsie, N. Y. The Willys-Lite, a complete automatic electric-lighting plant for farms and homes, has an immense field—the thousands of farms that need modern lighting today. In one month of this year alone orders for 20,000 outfits were booked. Every manufacturer of automobiles, trucks and motors knows New Process Gears. The industry is one of the big recognized leaders in the gear-cutting trade with a constantly increasing demand.

Anyone desiring further information about the plans and the new car program of the Willys Corporation should write for our booklet.

Willys Corporation  
52 Vanderbilt Avenue, New York

N. B.—This is one of a series of advertisements to acquaint the public, automobile trade and buyers of motor cars in general with the present scope and important plans of the Willys Corporation

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